





## Another purser

A NEW PURSE seiner has been ordered for the Peterhead fleet.

She is to be built at the Sigbjørn Iversen yard at Flekkefjord, Norway for the Buchanan family. They already own the pursers *Lunar Bow*, *Vigilant* and *Pathway*.

The new ship will be 110 ft. long and have a full length shelterdeck. She will be powered by a Caterpillar engine of 1,100 hp driving a controllable pitch propeller.

A Karmoy combination purse and trawl winch will be carried on the main deck, and the auxiliary winches on top of the shelterdeck.

Six refrigerated seawater tanks are to be fitted and the refrigeration plant will be supplied by the Norwegian firm of Kvaerner Kuldte. A Karmoy fish pump will also be carried.

The ship will be designed to carry two purse seines — one for herring and the other for sprats.

*Vigilant*, *Lunar Bow* and *Pathway* have all been built at the Iversen yard.

## Primella for scrap

J. MARR and Son's 19-year-old diesel trawler *Primella* laid up for about 10 months was sent for scrapping on Tuesday.

She left Albert Dock for Draper's nearby ship-breaking yard, where the 24-year-old *Brucella*, another former Marr vessel, is already being broken up. Both vessels were built at Beverley.

*Primella*, originally *Northella*, won the Silver Cod Championship in 1961 under Skipper Charles Drever, now Marr's Hull trawling manager.

He commanded her after his father, Skipper William Drever, had taken her out from new.

Her last trip was to Greenland and Iceland and this ended on May 1976.

# Easter limit deadline BIG BOATS OUT OF IRELAND—FINAL

THE IRISH government has announced that it is going to take unilateral action to conserve its fish stocks. The controls are to come into effect at midnight on Easter Sunday.

Similar action has twice been deferred on request from the EEC. On this occasion, however, sources close to the Minister for Fisheries told *Fishing News* there is no question of a deferment.

The decision to act alone was taken after an all-day Cabinet meeting on April 1. Later the Minister, Paddy Donegan, said that trawlers over 110 ft. would be banned inside a 50 to 100-mile zone around the Irish coast.

Irish fishermen have welcomed the decision, but there have been reservations about a statement in the government announcement.

This said that other EEC governments would be invited to submit their fishing plans to the Irish government for consideration "with a view to the introduction by the Irish government of a scheme on the lines proposed by the Commission, if this proves feasible."

What is meant by this rather nebulous statement

was not spelled out at an Irish government press conference in Dublin, but it appears to be a legal device to protect the Irish decision to enforce unilateral measures.

Mr. Donegan said the decision not to enforce the regulations until April 10 was taken to allow skippers at sea to be notified of the new measures and to move their trawlers from Irish waters if they were above 110 ft.

However, a more cynical view is that it permits the Irish government a breathing space to allow for the possibility of a conservation deal with Brussels.

The Irish decision was taken after the Cabinet was told of a Brussels talks breakdown because of the British attitude. The British



Patrick Donegan — 'no going back this time'.

From Easter Sunday night the Irish Naval Service — now augmented by a former Danish stern trawler will be patrolling the new 50 to 100 mile limit, with back-up spotter planes.

The Naval Service has six vessels — three former British minesweepers; a purpose-built fisheries protection vessel; a converted former lighthouse tender capable of taking very rough weather and the Danish stern trawler on lease with an option to buy.

Another leasing opportunity is being considered while a second purpose-built protection vessel is under construction in Cork; another is being ordered.

Mr. Donegan said he was still hopeful that Commissioner Gundelach would renew his promise to have proposals for a permanent

fishing regime ready by April 15 and passed by the end of June. In this case the Irish action would probably be only temporary.

Joey Murrin, retiring chairman of the Irish Fishermen's Organisation, with other IFO officials, was called in by the government to be informed of the decision. He said he was glad it had been made. It required courage to do so.

"We did not think this was going to be done. We have reservations about having plans from other governments, but at least we will have the management of our own resources."

"We have been promised that we will be consulted on any plans before decisions are made. We have done a lot of work behind the scenes in the week before this decision but it has paid off."

## Marr lays up wet fishers

AN EASTER bombshell for the Hull fishing industry has come from trawler owners J. Marr and Son. The firm is to end its wet fish operations from the port for an indefinite period.

The firm's two remaining Hull-based stern trawlers, *Westella* and *Benella*, are being laid up immediately.

These vessels have just returned from Greenland to clock up a combined loss on the trips of £29,000. The ships hit bad weather and found few fish.

Landings for Tuesday's market, *Benella* (Sk. R. Beamish) — out for 21 days — made £7,871 for 320 kits. *Westella* (Sk. S. Morrell) — out for 23 days — realised £18,013 for 625 kits, including 278 kits of haddock.

Announcing the lay-up of these vessels, Mr. G. A. Marr, chairman of the owning company, said: "The prices on the market were alright — we just didn't have the fish. There is absolutely nowhere these vessels can go to get a viable trip and we had to tell the skippers and crews we had no option but to lay them up."

"It's a situation that is both frustrating and frightening — and the blame rests firmly with Brussels and the EEC. We cannot send the vessels to any of the distant water grounds because the commission is making no progress on

"And more significantly perhaps, I think, is that both of our companies can only claim to be among the most progressive in Europe. In the 70s alone we have between us invested tens of millions of pounds in new vessels. And now we are being told that we will have no ports to operate from."

*Westella* and *Benella* are at the older end of our fleet. Our other Hull-based ships being nine freezer trawlers including *Cristilla* at present on charter for North Sea oil survey work."

## fishing news

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# DAILY FORCE 10 OFF GREENLAND

## Loss trip by 'Beverley'

THE FLEETWOOD stern trawler *Boston Beverley* completed a disastrous trip to East Greenland last week when, after being out 29 days, she grossed just £15,515.

Skipper Hugh McMillan said on his return: "It has been shocking. In 20 days at the Greenland grounds we had only two days' fishing because of the weather and icing. Then, one day we could have fished, we had an engine breakdown."

### Freezing

"There have been Force 10 gales day in and day out to go with the freezing conditions. You cannot run into the Greenland coast because of the icefields close to the land."

"*Miranda* has been giving us some accurate forecasts down there and we have been able to dodge out of the worst of it. Things, however, have been pretty grim."

"To make it worse the fishing has been slack — it has been a very bad season this time."

"It is getting to the end of the season. In the late spring and summer the icefield break up a bit and spread over the grounds."

A spokesman for Boston Deep Sea Fisheries, owners of the stern trawler, said: "There is, undoubtedly, a heavy loss from this trip. She was doubly unlucky in as much that the weather was bad even at home waters." He was referring to the fact that *Beverley* was forced back to the middle water grounds

because of the atrocious condition in the Greenland area. The ship had turned out just 685 kits — including 200 of cod, 150 of haddocks, 140 of coley and 50 of reds.

*Boston Beverley* landed on the same day as the stern trawler *Luneda*, which also worked the same grounds. She fared slightly better, making £20,403 from 851 kits, including more than 400 of cod, 165 of haddocks, 50 of coley and 200 of reds.

Her voyage had to be prolonged to 25 days and she was also forced to fish the middle-water grounds before returning to port.

*Fydea* — one of the port's leading vessels since her completion — had slightly better success. Skipper A. Barkworth brought the vessel back from Greenland with 1,202 kits, including 700 of cod and 350 of reds, to make £29,205.

There was good haddock fishing for those vessels which concentrated on the middle-water grounds — although prices were not outstanding for the variety.

The side trawler *Wyre*

## IDENA HEADS TO HULL

DUE TO the large amount of middle-water fish arriving at her home port, the Fleetwood stern trawler *Idena* (Skipper Tom Christy) was diverted to Hull last week.

The vessel landed 1,011 kits, including 280 of haddocks, 400 of cod, 150 of coley and 50 of dogs, which sold for £25,088.

This grossing continued an excellent run of success for the vessel — although the markets were not very kind to her. On her previous voyage the vessel also grossed more than £25,000, while on the one prior to that she made £27,000.

## Seiner's £22,265

A NEW seiner earnings record was set at Peterhead on Wednesday when the local boat *Favonius* grossed £22,265 for 682 boxes.

Her catch, taken on the Bergen Bank in only 34 days fishing, included 490 boxes of cod and codling. The middle sized codling sold for as much as £44.50 a box.

Skipper Andrew Buchan said that they had no idea they would break the record because it was not such an enormous catch, but the prices had been very high.

*Favonius* uses a net supplied by the Caley Fisheries Group and she is powered by a Caterpillar engine.

## Fast start for 'pair'

TWO more Peterhead partnerships have started pair fishing for white fish.

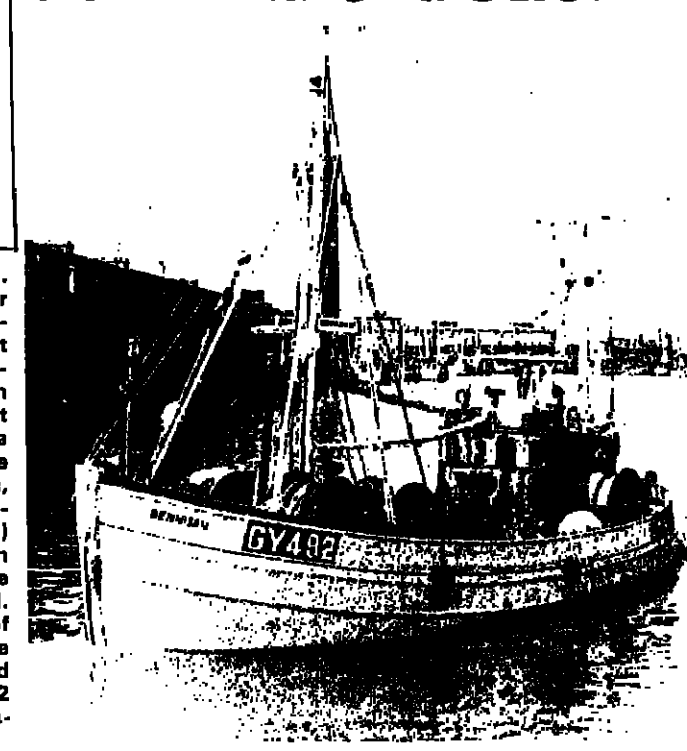
The 86ft. vessels *Unity* and *Morning Dawn*, under skippers John McLean and David Morgan, landed a catch between them of 1,000 boxes after their first trip at the end of last month.

Netted in only 14 days on the Bergen Bank, the £10,000 catch consisted of 130 boxes of cod and the rest of coley. They used an Apeldoorn four-panel nylon white fish pair trawl on clean ground.

The two boats started pair fishing after coming home from the North Shields sprat season. They went pair trawling for white fish for the first time last year.

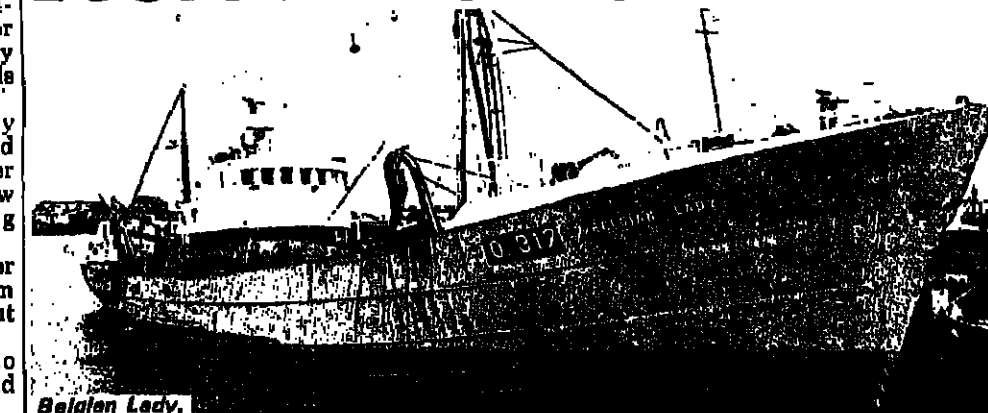
Skippers James Pirie and George Collin, with their boats *Antares* and *Starcrest*, returned from herring fishing in March to switch over to white fish pair trawling.

## John R's dozen



RICHARDSON Seiners Ltd. has bought the anchor-seiner *Bannan* (right) from the Bannan Fishing Co. Built at Peterhead by Hard & Mackenzie in 1961, *Bannan* has been a regular top money earner at Grimsby with Skipper Frode Thimmesen in command. The 42-tonner has, for many years, operated through the Consolidated Fisheries (Seiners) Ltd. agency. Richardson Seiners Ltd. works through the John R. (Fish Salesmen) Ltd. agency and the acquisition of *Bannan* has boosted the Grimsby-owned seiners and pair trawlers it agents to 12 vessels. The John R. organisation was formed last year.

## Icelandic fish here



A BELGIAN side trawler landed the first catch of Icelandic wet fish at Grimsby last week since Britain's deepsea fleet pulled out of the grounds off Iceland with the termination of the Oslo agreement last November.

Skipper Andre Vlaene in the 414-ton *Belgian Lady* (0 317) grossed £30,953 from only 1,128 kits after 19-day round trip from Ostend to Grimsby. This included only eight days at Iceland, working the Blinders grounds off the south-west. She also had 24 hours on the Westerlies to top up with coley.

The Belgian's turnout included 340 kits of haddocks, 279 of reds, 250 of codstuffs, 111 of coley, 28 of megrim, 12 of halibut and five of hake.

A spokesman for her Grimsby agents A. E. Richardson & Co. Ltd., told *Fishing News* that the catch had sold well, with the fish being shared out among a number of merchants.

One merchant who bought heavily on reds had processed the fish and exported it to Germany within 24 hours of the sales.

Skipper Vlaene and his ten-man crew, including deckies Robert Capes and Peter Richardson of Grimsby, were also very pleased with the trip. Skipper Vlaene said "We haven't lost anything and we haven't won a great deal, but we are quite satisfied and I hope we shall be able to return to Grimsby with more Icelandic fish later."

The two Grimsby deckhands moved to the continent when good jobs became scarce in Grimsby; both find they can earn more money there and they should have been joined by second engineer Dennis Deacon, but he re-joined at Grimsby.

## Nozzle 'first'

A FIXED Kort nozzle has been fitted to a British GRP-hulled fishing boat for the first time.

*Southern Comfort*, a new Cymus Marine 32-footer for Looe, underwent towing trials from Prince of Wales Quay, Falmouth, on Monday this week.

"The results were ex-

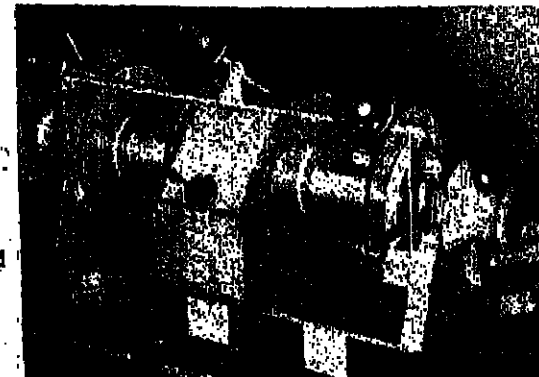
citing", said Cymus Marine director, Chris 'Fub' Brooks. "We will be offering nozzles as a standard option with the GM32 and GM36 craft in future", he said.

*Southern Comfort*, owned by Mike Holley and skippered by Philip Dingle, was due to head for her home port of Looe, Cornwall on Thursday (yesterday).

NEW!  
hydraulic

## 1 TON TRAWL WINCH

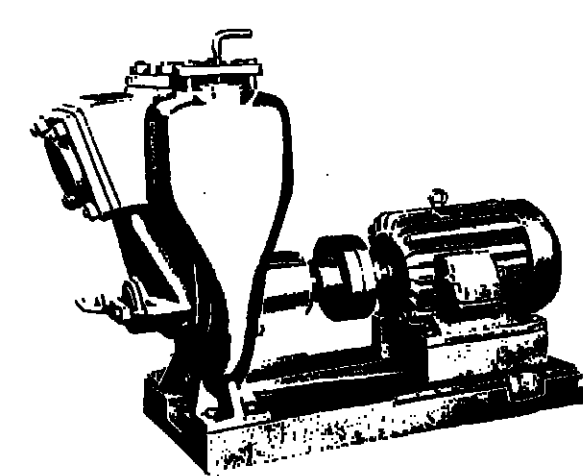
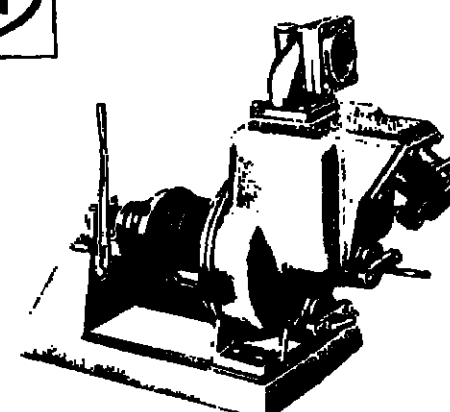
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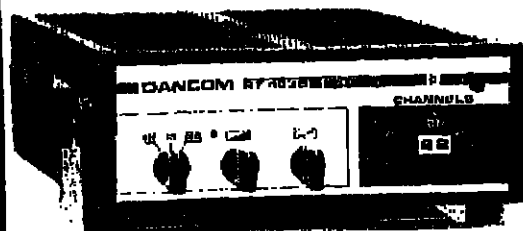
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## Zinc coating for creel protection

"I HAVE been using weldmesh creels for about 18 months now with fairly good results. I made them myself out of hot-dipped galvanised panels.

"Now, where the mesh is bent on the corners, the galvanising has chipped off and it will not be long before the wire rusts through.

"There is no place here where I can get the creels re-galvanised and I have been wondering whether I could coat corners with a plastic to prevent them rusting further.

"Do you think this would be a good idea, if so, could you tell me where I can get a suitable plastic coating which I can brush or spray on?"

■ There is a vinyl coating which you could spray from an aerosol on to the corners of your creels but, from my experience of using it, I don't think it would be long before it would wear through and you would be back to square one.

I think your best plan would be to wire-brush them and to apply a zinc-rich, anti-corrosive composition. A plastic coating would merely cover deteriorating wire and, if it became chipped or abraded, water would get underneath the skin and continue to corrode the unprotected steel. But a zinc-rich coating would generate positive electric current that would flow to the base metal.

Consequent electro-chemical action would fuse the zinc with the steel and, thereafter, the former would protect the latter from corrosion by sacrificing itself.

If chipped or abraded, remaining coating would prevent rust spreading more effectively than remains of plastic coating.

### Availability

A composition which contains 95 per cent pure zinc is likely to be as suitable as any for the purpose, is available in aerosols as well as in large containers. And I think you could treat a considerable number of your creels quickly and effectively with a 16 oz. aerosol.

It is known as LPS Instant Cold Galvanise and, although you would not think it a suitable composition for spraying, it is, if you invert the aerosol occasionally and shake it well from time to time. Incidentally, never forget to invert the can and spray until only propellant shows before storing for further use.

LPS Instant Cold Galvanise is one of a number of anti-corrosive compositions available from Metrotek Ltd., The LPS Centre, 16 Station Parade, Virginia Water, Surrey, compositions which I think you would find most effective for dealing with other corrosion problems in your boat.

If you are faced, for instance, with the age-old problem of protecting wire standing rigging and rigging screws against corrosion, the company can supply a composition known as LPS-ESA-100 which does so very effectively. This is similar to anti-rust jelly and is best applied with a brush or rag.

A desirable feature about it is that it acts as an efficient lubricant as well as a rust in-

hibitor and is, therefore, ideal for application to exposed worm drive gear.

If parts of the capstan or hauler which you use to recover your creels are prone to rust, it can supply a composition known as LPS 3 which will effectively help to prevent them doing so.

This product is a superb penetrant and will creep gradually for 8-48 hours (depending on ambient temperature) to free any rust frozen parts.

It also acts as a lubricator as well as a heavy duty inhibitor and protector of exposed surfaces so is highly suitable for application to all exposed deck machinery.

As it displaces water and comes in aerosol containers, it is ideal for spraying exposed electrical equipment.

LPS 3 might be described as sprayable ESA-100. It forms a wax-like film on surfaces to which it is applied and is, therefore, far more suitable for application to exposed ones than those protected from the elements.

### Penetration

For protecting electrical equipment below decks from the undesirable effects of moisture and salt atmosphere, Metrotek supplies a composition known as LPS 2 which penetrates, displaces water and lubricates.

Liberal use of LPS 2 in cold, damp conditions makes electric starting considerably easier in my experience.

It is, however, a little too oily to apply to delicate mechanisms like those in an echo sounder. Should spray or wind-driven rain ever incline you to lubricate the interior of yours, it would be best to use a composition known as LPS 1 which is also supplied in aerosol containers.

This penetrates, displaces water and lubricates, but is greaseless and, therefore, more suitable for application to electronic equipment.

If you do get some LPS Instant Cold Galvanise to protect the corners of your creels from further corrosion, I don't think you would regret getting small quantities of these other rust inhibitors as well. I did a year or so ago and find that I am constantly using them with satisfactory results.

On one side of the compass you will find a brass screw inserted into an aperture which leads into the bowl.

Turn the compass on its side so that the screw is uppermost and air bubbles form one by one directly below the aperture. Half fill the

aperture with gin and squirt drop by drop into the aperture until air has been completely replaced by spirit. Replace screw and the job is done.

In practice you may find procedure so simple that you will replace all the air in the bowl with gin. In the bowl of the compass you may find that there are several small bubbles which form once more.

This is frustrating and may be tempted to take a swig of gin to relieve your feelings. I shouldn't if I were you. For, having replaced the air in the bowl of the compass, you may find that there are still one or two small bubbles in the bowl of the compass and you may be tempted to take an even larger swig of gin.

In consequence you will be with the spirit might become less accurate and you will be the bottle before all the bubbles have been removed. By way of afterwards, by way of celebrating a job well done, you can send the compass to its manufacturer for servicing. Henry Burgess & Son Ltd., Seaford House, 100 Ford Road, Barking, Essex, may be willing to service it for you.

■ "This is a question which I am not bold enough to answer as error might creep into text. And not only you but others might fail to exhibit correct lights in proper positions on some crucial occasion with disastrous results."

It is stated unambiguously in the International Sea Collision Regulations, which are superseding the International

## John Burgess' Log



## Double help from sonar

"I OWN a 30ft. stern trawler and am thinking of installing a Decca Navigator.

"Before doing so, though, I would like to know whether there are any similar types of instrument available from other manufacturers; also whether a Navigator is better than a sonar for finding wrecks?"

■ Loran 'C' is a radio position finder which might be considered similar to the Decca Navigator. But for locating

## GIN AND NO BUBBLES...

"CAN YOU TELL me how to remove bubbles from my boat's magnetic compass or where I can have it serviced?"

■ In theory, removing bubbles from a liquid magnetic compass presents no difficulty. All you need is a bottle of gin and one of those little squirts used for refilling fountain pens.

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ANY QUESTIONS?  
■ IF YOU have any questions about Burgess equipment, gear or methods, John Burgess is always prepared to try and answer them. They are sent with a stamped address envelope for reply.

## 'PHANTOM' APPEAL - GUILD QUILTS

GRIMSBY Trawler Officers' Guild — disillusioned by the Grimsby Port Disciplinary Committee and the Appeals Committee — has called for an independent and impartial body to administer at disciplinary hearings.

Last week the guild resigned from its role as a member of the Port Disciplinary Committee following an appeal decision.

A bid by seven Grimsby deckhands, who had earlier been suspended for 60 days each for refusing to work on the Grimsby trawler *Boston Phantom*, to have the sentences reduced was upheld. Their suspensions were

reduced to 14 days each.

Moreover, Mr. Hawley, guild secretary and a member of the original committee to impose the two-month sentences on the *Phantom* deckhands, told *Fishing News* he had been unhappy with the procedure of the Port Disciplinary Committee for some time. It was ceasing to fulfil completely the objectives for which it had been set up he said.

The *Boston Phantom* case had brought the matter to a head and the guild felt most strongly that it could not be a party to a disciplinary body

which is losing its impartiality.

Morever, Mr. Hawley described the action of the appeals committee, in this case, as rendering as a waste of time the efforts of the Disciplinary Committee.

"It is my contention that the Port Disciplinary Committee is right in concept, but wrong in constitution. The flaw, to my mind, lies in what is considered to be its main virtue, that its members consist of union representatives and trawler owners."

He maintained there was an instinctive inclination in

industry. The application was, therefore, substantially in conflict with the district council's policy for the area.

It was stated that, in reaching his decision, Mr. Millan noted that a better alternative site might well be available. He hoped that the district council would be able to assist the applicant in its search.

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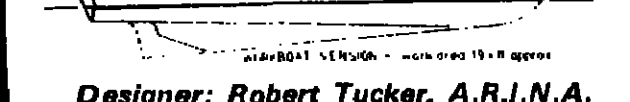
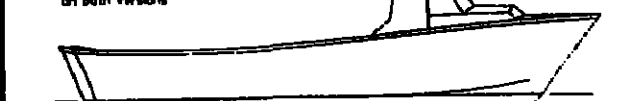
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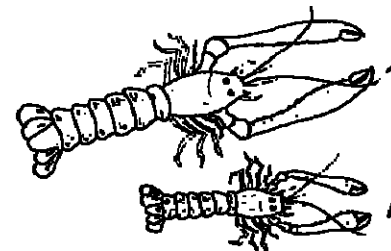
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# 'Use fish we've got'

— Meek's plea to housewives

CUT IMPORTS and use the fish inside our own 200-mile limit. This was the message to housewives from Mr. C. I. Meek, chairman of the White Fish Authority, when he presented prizes to the top young fish cooks from schools throughout the UK, in London, last week.

The winner of the competition organised by the WFA was 13-year-old Catherine Power, from Liverpool, with her recipe *Mackerel Salad Carousal*.

This year the competition rules were changed so the cooks concentrated on underutilised fish like mackerel, sardine, huss and whiting. And the girls responded to the challenge with dishes to equal the higher priced species.

"These fish are of course cheaper than the more highly prized species, but it is not for that reason alone that we have insisted upon them, said Mr. Meek.

"The fact is that, with all countries pushing out their fishing limits to 200-miles we are witnessing a progressive loss of our distant water fishing grounds. Of course we hope that there will be other waters, but there is no escaping the fact that our country will either have much less cod than it



The top three young fish cooks in the country. Centre: Competition winner Catherine Power, (13) of Mary Help of Christians High School, Liverpool. Right: Felicity Hickson, (15) Blenheim School, Hillingdon, Middx, was second. Left: Philippa Lawrence (15) of Eothen School, Caterham, Surrey, came third.

is accustomed to consume or else it will have to import it at very high prices and very heavy cost in foreign exchange. At the same time we will have available within our own British waters, and still more within the waters of the Community countries as a whole, as much fish

as we can possibly need, and fish which is as palatable and nutritious as anyone could want. In these circumstances expensive imports make no economic sense. What one wants to do is to persuade consumers to use those ample stocks which, with good management, our

own fishermen can put at their disposal."

Mr. Meek revealed that the Authority's advertising campaign in the coming year will be devoted to encouraging consumers to be more adventurous with their choice of fish.

## KENT PORT FEARS CATCH LEVY

A MOVE BY Shepway District Council to carry out much-needed repairs to buildings on the fish market at Folkestone has led to speculation about the introduction of a levy on catches landed there.

The possibility of such a charge being made was first raised last year (*Fishing News*, November 12), but the issue was dropped after a meeting between local skippers and council representatives fell through an opposition was voiced in the press.

During March however, Council employees have been at work in the market area, replacing old fittings and painting the buildings. This has given rise to new fears that the question of a charge may soon be raised again.

Last week, a council Buildings Department spokesman confirmed that work was being carried out "to improve the facilities on

the fish-market", but no official from the Treasurer's Department was available to comment.

The original proposal was that a levy should be paid to the council on each stone of fish landed and sold at the port, to cover the annual cost of the upkeep of the market buildings. A figure of £3,500 was put forward.

## Attraction

Objections to such a scheme from local skippers are based on the facts that firstly, the facilities have always been traditionally provided free of charge; that secondly, the market area is a tourist attraction of benefit to the whole town; and thirdly

that initial acceptance of a levy based even on a figure representing only a part of the annual cost would leave the council at liberty to raise the sum arbitrarily in future years.

PRINCE OF Wales joins Ancient Order of Winklers on trip to Hastings.

THREE men died when the motor fishing vessel *Lerwick* founders crossing Berwick bar.

NEWFOUNDLAND fleet has 100,500 seals aboard despite heavy swells hampering catches.

IRISH Minister for Fisheries says the industry has recovered from its worst ever state in 1925. It was then that he took over the job.

THREE killed and 70 natives arrested during dispute over pool fishing rights in northern Rhodesia.

## Fish plant application

TWEED SEAFOODS Ltd. of Berwick-Upon-Tweed is applying for planning permission for a new fish processing plant at the Strand, Berwick-Upon-Tweed.

The Council's Development Committee has agreed to send a special sub-committee to visit the site prior to the planning application being discussed.

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# Mohave is laid up

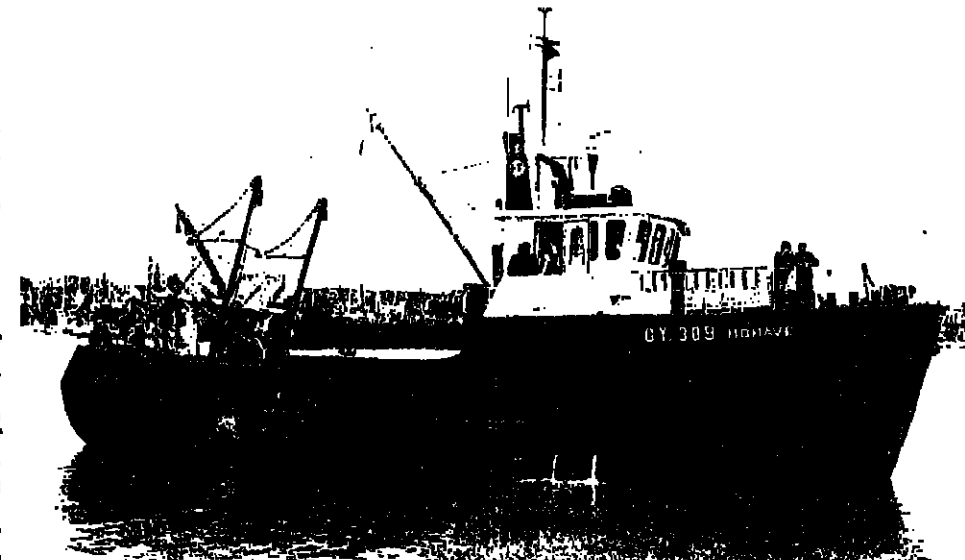
THE GRIMSBY multi-purpose trawler *Mohave*, which recently returned to the Humber port after a spell working the south-west mackerel grounds, has been laid up.

She is not expected to go to sea again until such time as a satisfactory explanation is available following the sinking early last week of her sister-ship *Sixx*, with the loss of her skipper, Norman Rowe, of Lowestoft.

*Mohave* is owned by the Daiga Fishing Co. of Grimsby, which is a subsidiary of Fred Parkes (Holdings) Ltd.

*Sixx* was making for Grimsby at the time of the sinking to link up with *Mohave* as a pair trawling team.

*Mohave* formerly paired with another sister-ship, *Shawnee*, but she sank in Penzance harbour rather mysteriously earlier this year while at her moorings. The boat is now under an extensive refit at Grimsby.



*Mohave* — out of fishing until the *Sixx* sinking is explained.

## Union 'bitter' at overland trend

THERE HAS been a strong union reaction at Fleetwood to the amount of overland fish which has been arriving at the port recently.

Alf Davies, district organiser of the Transport and General Workers' Union, said: "Our members (they include lumpers and fishermen) feel bitter about it. They feel that the industry is going downhill and that important new measures at all levels are needed to arrest this."

"We feel that Fleetwood should be considered as a fishing port and not just as a fish depot — and that something should be done to curb the inflow of overland fish. The problem is undoubtedly linked with the question of limits and quotas."

He retired from the Hull fishing industry about eight years ago after a 48-year career at sea. Many seafaring colleagues were among those joining in a last tribute at Hull Crematorium.

His ashes are to be scattered off Greenland with an accompanying wreath from his family.

Skipper Sparkes, who is survived by his widow, three daughters and a son, was a native of Grimsby but moved to Hull at the age of six. He went farming before switching to trawling as a 17-year-old deckhand. Eight years later he commanded ships out of Grimsby before returning to Hull to join the Lach Fishing Co.

While with *Lach Seaforth* in 1936, a highlight was a big catch off Greenland taken on a 21-day trip.

After serving in World War 2 as a Skipper RNR in minesweepers and anti-submarine trawlers, he resumed fishing out of Hull. Because he was so modest, he became known as "Silent Syd".

In 1933 he commanded *Lach Doon* when this vessel represented the British trawling industry at the Spithead Coronation.

He sailed in one of the *Fairtry* factory ships from Immingham and, later, with Hamings until his retirement.

"We are not pleased ourselves at the amount of fish which has to be brought to Fleetwood in this way. There is nothing we would like more than to see the fleet built up to answer all our supply problems."

"It would suit us down to the ground not to have to look elsewhere on occasions for supplies."

"But we have to give a service to our customers. We have to carry on our business. Until the fishing owners are allowed to get into a position where they can supply our needs, we have to maintain connections somehow. There is no alternative."

"If we don't supply our customers at the moment, from whatever source we can, when the Fleetwood fleet is built up again there would be no merchants to buy the fish."

He said that recently French coalfish had been brought to the port. He commented: "The simple answer was that it was available because the French catch so much more than us — such a lot of it from our waters. The merchants have to buy it to keep in business."

"But that does not mean that we will not have to fight like mad to get foreigners out of our waters and to safeguard the British fishermen."

## Surprise for the Navy...

IRELAND'S biggest trawler, the 128ft. Wexford-registered *Mary Agnes*, has had more difficulties due to her size.

Facing exclusion from home waters because she would be too big for the proposed 50-mile limit

restrictions, she has been fishing off the Scottish coast. But, she has been tracked by the British Navy.

The trawler, owned by Jim Doyle of Wexford and skippered by Ray Moran of Howth, was shadowed for 15 hours when out of Aberdeen. She was then boarded by a British Navy frigate while the crew was hauling the net.

Commented a deckhand, 22-year-old John Sheridan: "The boat is of Dutch design and the Navy was extremely surprised to find she was Irish-owned and crewed."

"When they came aboard they gave her a thorough search and checking was done on our mesh sizes. They were very courteous all the time during the operation."

The trawler, which fishes in the North Sea and off the north of Scotland, normally stays out for up to 10 days. She lands catches in Denmark or at Scottish ports.

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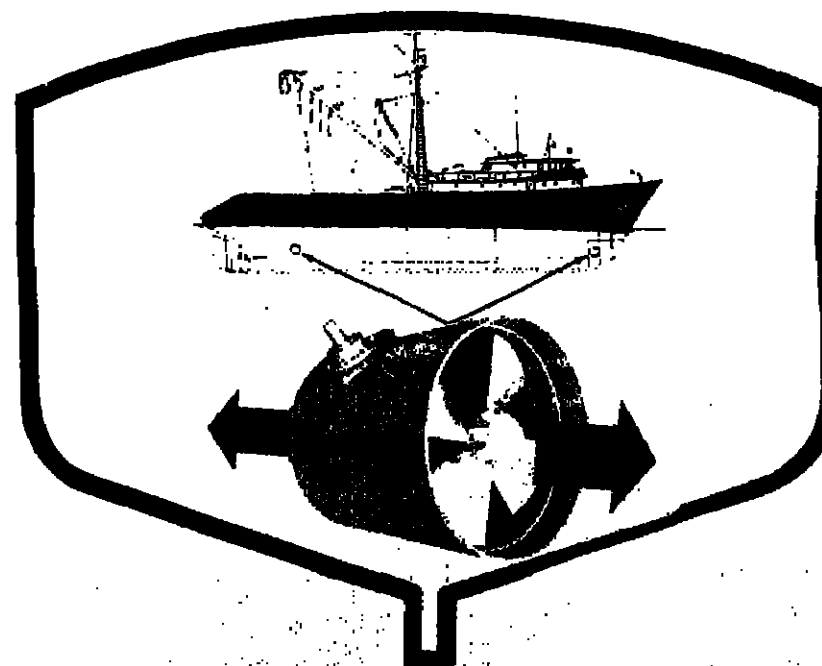
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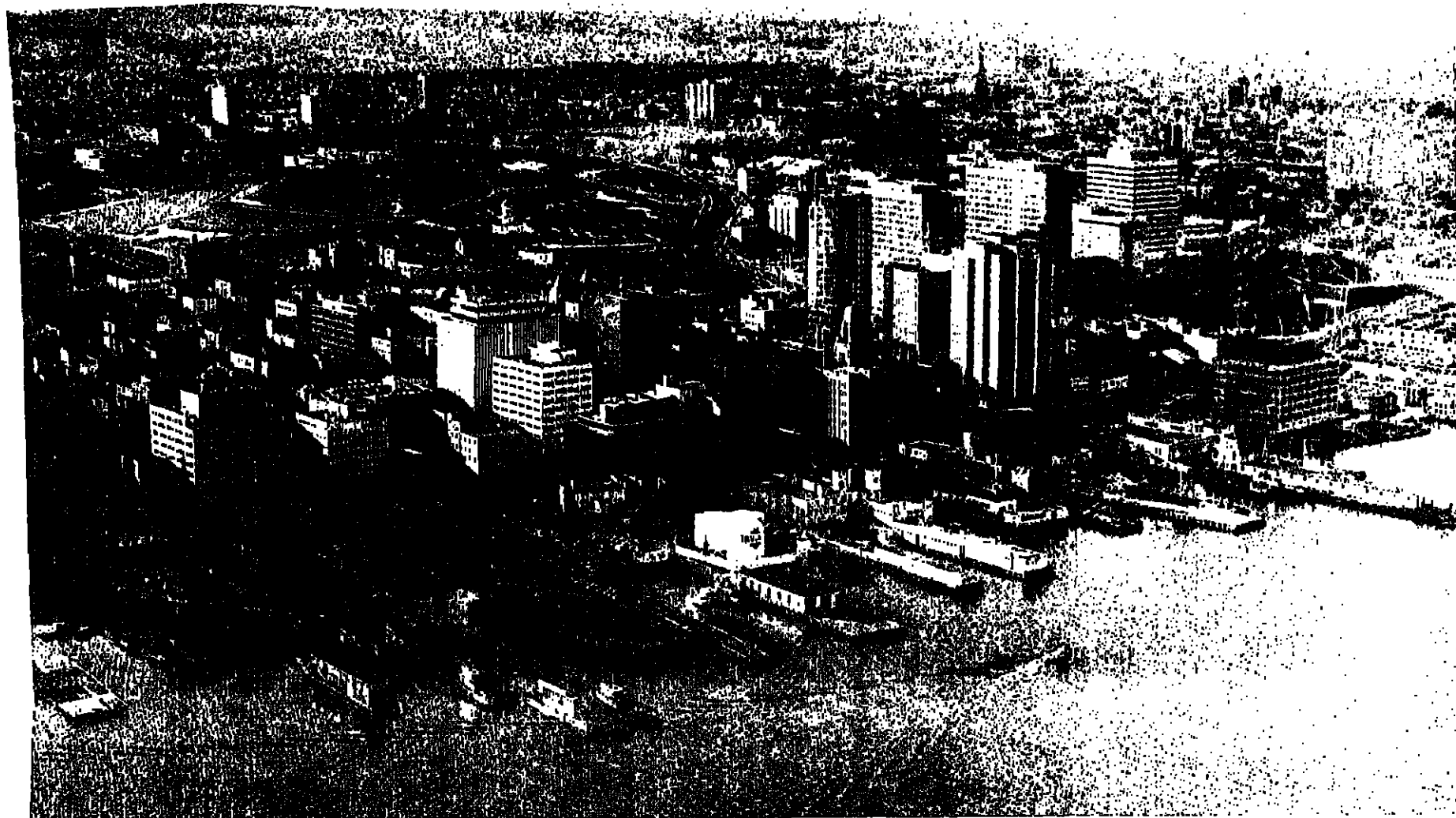
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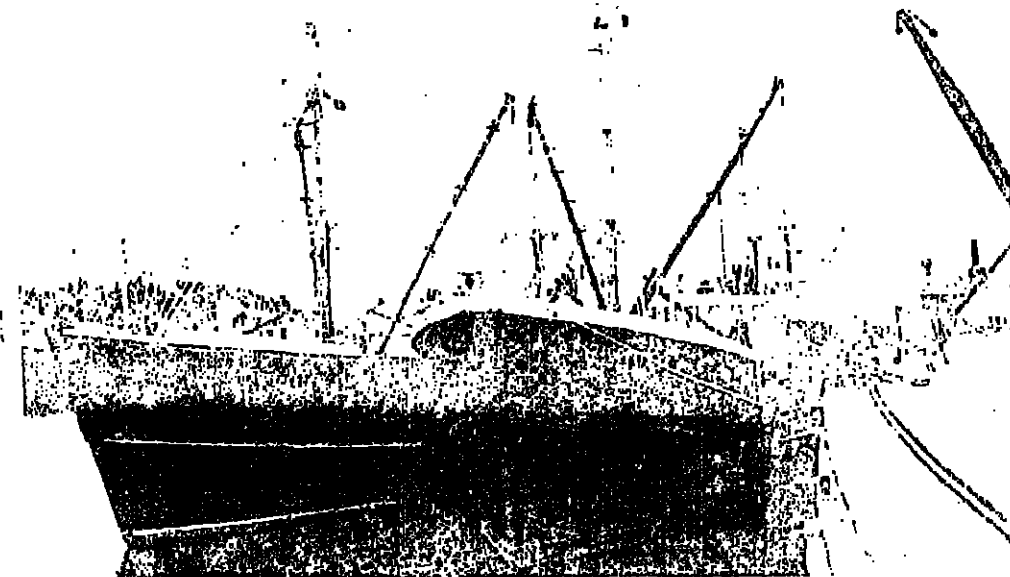
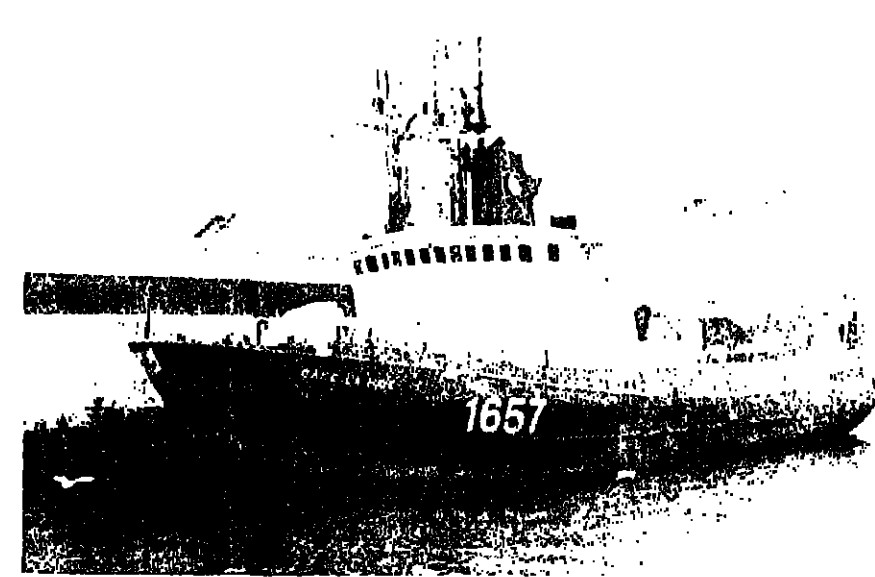
# CANADA

A look at the scene of the World Fishing Exhibition which takes place from August 31 to September 7

Left: the location where the exhibition is held. Demonstrations will be brought to the exhibition.

Right: a view of the exhibition grounds, showing the various fish factories. Visitors will be able to see the operation.

Far right: a view of the exhibition grounds, showing the various fish factories. Visitors will be able to see the operation.



## HALIFAX PREPARES BIG WELCOME FOR UK FISHERMEN

SCOTLAND could be suffering a fish shortage in August when a big party of skippers leave their boats and head for Canada to visit the World Fishing Exhibition in Halifax. The 100-strong group will include some of the top names in Scottish fishing, and many of them are taking their wives and children along.

After visiting the show the tour, organised by Grampian Travel of Perth in association with Waid Morgan & Associates of Dundee, moves on to the United States.

The news that many of the top names in Scottish fishing would be visiting the show was greeted with enthusiasm in Halifax.

Roger Mills, chairman of the general committee set up in Halifax to organise arrangements for the show, told *Fishing News* that a big welcome would be given to the Scots.

"We hope that we can get some of these top men together with our skippers for an exchange of views", he added.

Following a *Fishing News* visit to Halifax last month, it seems that the port is pulling out all stops to make things enjoyable and instructive for visitors. Preparations are being made to accommodate over 10,000 people in hotels with additional bed-space in local universities.

Special bus services are being set up from hotels to the exhibition site and the airport is just 40 minutes drive from the town.

Full advantage will be taken of the waterside base for the show, with demonstration vessels coming alongside the piers where the exhibitors will have their stands.

A clean and open city, Halifax is the capital of the province of Nova Scotia. With a population of only 180,000 the city should be able to absorb the influx of visitors to the show comfortably.

While Halifax is a major world port, the appearance of fishing boats is mainly

limited to foreign trawlers using the port as a service base. However, visitors wanting a close look at local fishing will not have to travel far as the coastline is indented with small fishing communities.

Visits are being arranged at exhibition time to the biggest fishing centre in the region at Lunenburg, some 60 miles

from Halifax.

The giant processing factory at Lunenburg, National Sea Products, will be open for inspection and it is well worth a look around. NSP fish for their own supplies with a fleet of 42 vessels in the 100-150ft. range.

The factory is handling a wide variety of fish including many not seen in British plants, such as grenadier,

Boston blue fish and silver hake.

For those visitors who want a rest from the fishing scene, Halifax offers a wide range of entertainments and centers for many interests, with golf clubs, live theatre, museums, yachting and even a small beach.

"We will be making sure there is plenty happening to keep our visitors relaxed and

happy", said Bob Chisholm, Halifax tourist director.

At the time of the exhibition, Halifax usually enjoys an average temperature of around 72°F.

For a quick change of scene visitors will be able to move across to the twin City of Dartmouth on the opposite side of the harbour. Two modern suspension bridges

link the cities and of container traffic. There can be taken of already plans for doubling container capacity of the ride.

Halifax has been the long series of World largest and deepest Exhibitions the show harbour along its travelled to many parts of the world. This next stop in the series of the most interesting yet, as there is always a new twist to the world of world shipping. Canadian fishing industry has also had a new twist to the world of redevelopment for 20-mile limits.

## Filling up fast

OVER TWO-THIRDS of the space for the World Fishing Exhibition is reported to have been sold. By the time the show is due to start 'it could mean opening up a third hall along the Halifax harbour frontage,' say the organisers, Industrial and Trade Fairs Ltd.

Over a dozen countries are represented including Finland, Iceland, Sweden, Spain, Britain, Poland, Norway and Denmark. Canadian manufacturers will also be out in force.

In conjunction with the exhibition, seminars on Atlantic Fisheries technology are being planned. The seminars will take place from August 28-31 and it is hoped to stage a session on processing at the biggest fish plant in Nova Scotia—National Sea Products of Lunenburg.

The exhibition will be open to the public on September 3 and 4 and also on Monday September 5, which is Labour Day, a public holiday in Canada.

## ORDERS—BLEAK OUTLOOK

EXHIBITORS looking for immediate orders from the Canadian fishing industry could be in for a disappointment.

Although Canada now finds itself with a huge area of ocean, as a result of establishing a 200-mile limit, there are no immediate plans to invest heavily in the fishing industry.

The dilemma facing the Canadians is whether to rebuild the fleet or the stocks first. While Provincial Government thinking is to press ahead quickly with investment in fishing, the Federal authorities want to take things more slowly.

With the Federal viewpoint winning, the Canadian industry could find itself in a position of not being able to fully exploit its new found resources in a few years time.

"The conservationists seem to be running things." The 30,000-strong Canadian fleet is made up of mainly small vessels. In the Maritime Region where the exhibition is taking place, there are 11,000 vessels and only 650 of these are over 25 tons.

The biggest fleet in the region is operated by the giant processing factory of National Sea Products at Lunenburg—just 60 miles from Halifax. A fleet of 42 vessels in the 100-150ft. range works from the NSP factory. Pride of the fleet are nine 160 ft. stern trawlers which have been working as far away as Labrador—way beyond their capacity.

## UNHAPPY VISITOR...

ONE UNHAPPY visitor seen in Halifax last month was the Cuban stern trawler *Playa Colorado*. She had been detained in Canada since late last year following a limit infringement.

In company with two other Cuban trawlers, *Playa Colorado* was spotted inside the 12-mile limit. After ignoring a Canadian order to put into port, *Playa Colorado* was chased and brought into Halifax by the destroyer *Proquois*.

The skippers of all three vessels were eventually charged with entering Canadian limits without permission. While the other two trawlers have now left, it appears the East German-built 270 ft. *Playa Colorado* must stay until her fine is paid.

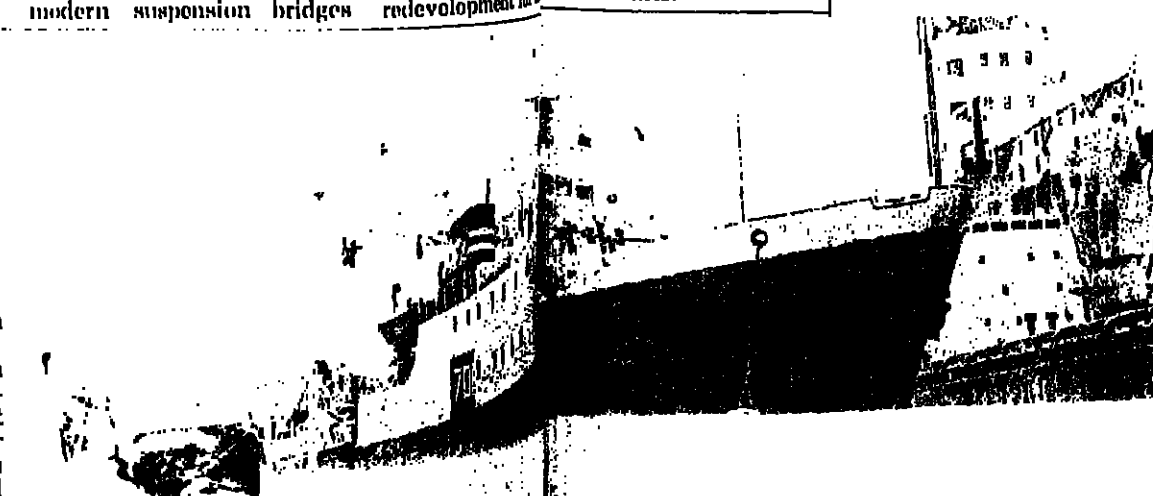
The Cubans are not the only ones in trouble with the Canadians. Since the 200-mile limit was introduced on January 1, there have been incidents involving both

Norwegian and British trawlers.

Norwegian skipper, Johan Bigseth, had the dubious distinction of being the first foreigner to be fined under the new act brought in with the 200-mile limit. Ordered into St. John's, Newfoundland, after being found fishing 47 miles inside the limit with his vessel *Bergsjorn*, Skipper Bigseth was fined a total of \$2,800.

Another vessel ordered into St. John's last month was the Grimsby side-trawler *William Wilberforce*. The Canadians allege she had not got permission to catch red fish and, when boarded, it was found she was half-full with this species.

While the Canadians claim that *William Wilberforce* made off after being told to stay in port, it is doubtful if they will get any more trouble from this trawler. Her owners, the Boston Group, lost around \$80,000 on sending three trawlers to Canada and is unlikely to repeat the experiment.



The Cuban stern trawler *Playa Colorado* impounded after being arrested last year for a limit offence.

"WE HAVE been overwhelmed with bookings for Halifax since we distributed our brochure through *Fishing News*", said Robin Valentine, Tours manager of Grampian Travel.

"Over 100 bookings came in by return and we have had to arrange a second departure flying out two days later. Now we are receiving enquiries from as far away as Denmark."

"Our only problem is that we can only take a maximum of 150 people due to the shortage of flights." The 12-day tour visits Halifax, before moving on to New York and Orlando in the

## Two country tour

United States. The tour flies on to New York for the weekend. They will stay in Manhattan and a British party will be visiting Greenwich Village, Chinatown, Wall Street, United Nations and World Trade Center is included. There will be time to visit the Statue of Liberty, Empire State Building, or take a boat trip round Manhattan Island.

The second week will be spent in the sunshine of Orlando, Florida, where the temperature will be in the mid-80s.

Main attraction of this area is the Magic Kingdom of Walt Disney World, but the party will have time to visit many of the other attractions of Orlando—the citrus bowl of Florida.

### Oceanarium

There is nearby Sea World, a 125-acre oceanarium where whales, porpoises, sea elephants and many other

## 'JOIN US'

PARTICIPATION by British trawler firms in Canadian fishing would be welcomed.

Co-operative fishing arrangements have already been set up with West German firms and Canada is anxious to extend this to other countries.

A Canadian official told *Fishing News*, that the kind of deal they were looking for would be the formation of companies where Canadian interests have the majority of the shares. "It makes sense", he said. "You have the spare fishing capacity and the markets, we have the fish."

### Modernisation

There is little doubt that the fleet is in need of some modernisation and investment. It is a long way behind most of the advanced fishing nations of Western Europe.

Although fish factories are sometimes operating at half-capacity, there is little opportunity for the present fleet to go out and get the fish.

Instead of a huge upsurge in the industry, the 200 mile limit seems to have only bred more frustration among Canadian fishermen. Bureaucracy seems to have run rife and fishermen find themselves pinned down with increasingly restrictive quotas and licence schemes.

The licences are mainly restricted to species and this is arresting the development of multi-purpose vessels, which are sorely needed.

Operating under tight quota systems, the fishermen are calling for more flexibility in licences. To keep fishing all year round they need to be able to switch methods and gear mounts as the men say

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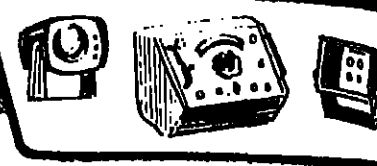
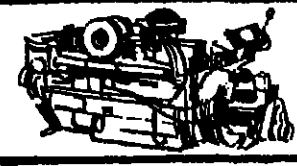
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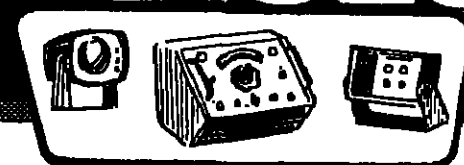
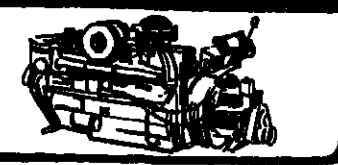
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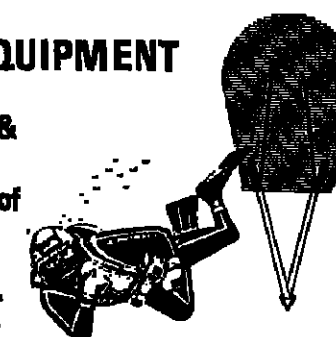
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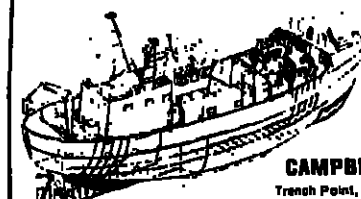
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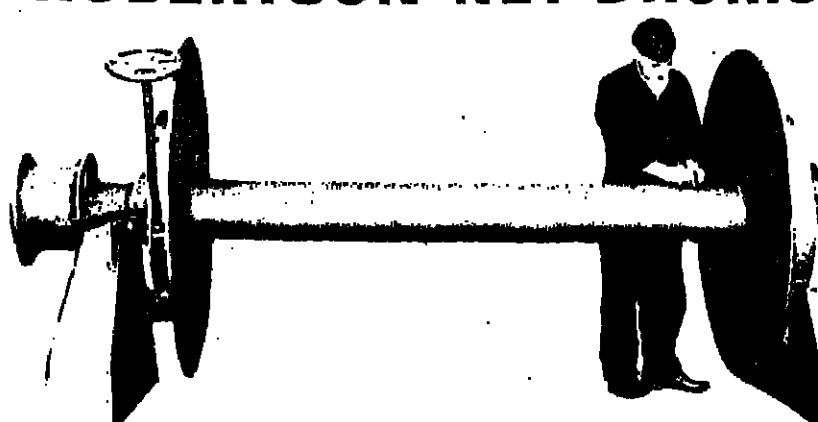
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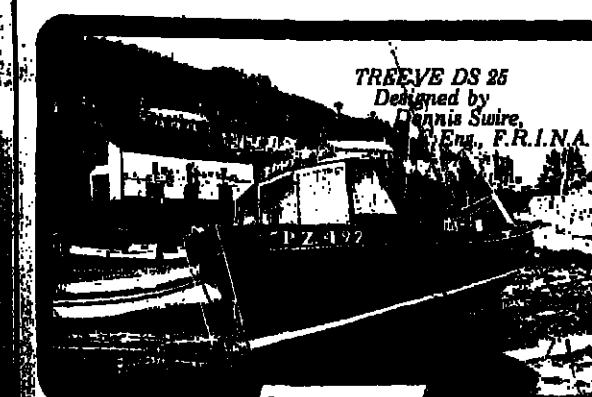
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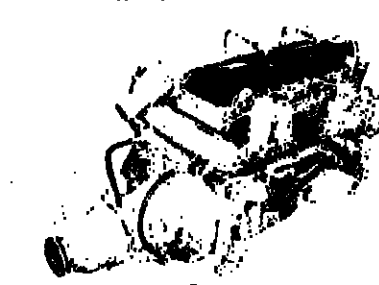


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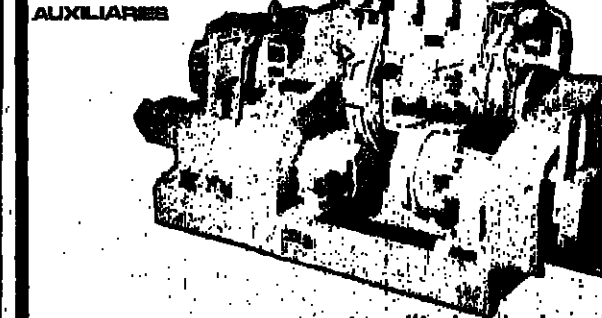


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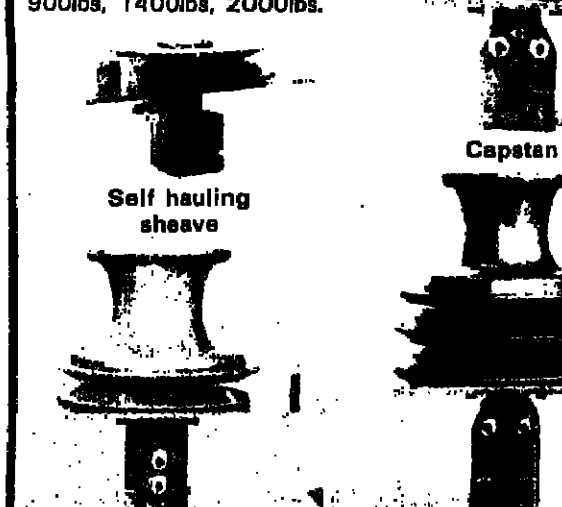


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